

AMERICAN SURVIVORS SUFFERED TERRIBLY IN LIFEBOATS

one Portuguese, one Swede and one Russian.

These developments brought the Government face to face with the problem of formulating a definite policy for the Nation in case the United States actually enters the war. This possibility was mentioned by the President in his inaugural address March 4.

All of the conditions outlined by the President in his message announcing the diplomatic break with Germany are according to a state of armed neutrality have now been fulfilled. The "overt act" described by him that has actually come, it in fact it had not been committed when the President went before Congress again. Since then he has established a state of armed neutrality with the specific authority of Congress.

THINK GERMANY IS PREPARED TO GO THE LIMIT.

Despite the unwelcome sinking of big passenger liners like the California and the Laconia, the jeopardizing of Americans on nearly a score of other vessels, and the sinking of the three American ships, the House, the Lyman M. Law and the Algonquin, since the unrestricted warfare began, some officials, inspired by the President's announced reluctance to believe that Germany would carry through her threat, have clung desperately to the hope that some slight respect for international law might still be shown.

German sea warfare may fairly be stated, however, to have surpassed even the most pessimistic forecasts here. That she actually means to send every vessel to the bottom that dares to venture within her forbidden seas is now accepted as a fact. Neutral passenger, Belgian relief appear to be all in the same category.

With the practical certainty that this country will become involved in hostilities with Germany, even if only for the keeping open of the sea lanes to Europe, officials are scanning the news from the various war fronts with the closest scrutiny.

THREE GERMAN AIRPLANES SHOT DOWN BY FRENCH

Adjutant Madon Attacks at Close Range and Destroys His Eighth Machine.

PARIS, March 19.—During the day of March 18 Adjutant Madon attacked at close range and brought down his eighth German airplane, says today's War Office statement. During the same day another German machine, after having been engaged by one of our pilots, crashed to the ground at a point to the west of Altkirch.

"It has been confirmed that another German airplane came down March 17 at a point to the north of Cerny-en-Laonnois.

"During the evening of March 17 and the following night a French air squadron bombarded the factories and blast furnaces at Thionville and in the Briey Valley, as well as certain convoys of enemy troops which were marching in the region of Guiseard."

AIR RAID ON LONDON A SUCCESS, SAYS BERLIN

War Office Reports Bombs Were Dropped by Zeppelins for an Hour and a Half.

BERLIN, March 19 (via London).—An attack on London by Zeppelins, lasting one and one-half hours, was announced by the War Office today. Bombs were dropped successfully and the ships returned safely.

"On Saturday night, despite a violent counter action by hostile airmen and anti-aircraft guns in an attack lasting an hour and a half we successfully dropped bombs on London and the southeastern counties. The ships returned safely."

Official announcement was made in London on March 17 of a Zeppelin raid over the southeastern counties on Friday night and early Saturday morning. No word has been received of a raid on Saturday night, nor has Berlin reported an earlier attack.

RUSSIANS GAIN IN PERSIA.

Capture of Another Town Near Kermanshah Is Reported.

PETROGRAD, March 19.—Further progress by the Russians in Persia is reported today by the War Office. The statement follows:

"In the region south of the town of Banah we dislodged the Turks from a number of positions. The Turks are retiring in the direction of Pendzhikent (probably Panjwin), across the border, in Turkey."

"In the direction of Kermanshah we are pursuing the enemy. We have occupied Harandah, twenty miles southwest of Kermanshah."

Western Railroads Quickly Lift Freight Embargoes.

CHICAGO, March 19.—When railroad officials of Western lines learned today that a strike had been averted, machinery was put in motion to lift the embargoes on freight which had been in effect on practically all lines since last Thursday. They expected conditions to be practically normal this afternoon.

Federal Land Banks to Make Loans at 5 Per Cent.

WASHINGTON, March 19.—The Farm Loan Board announced today that the interest rate on all loans made to farmers throughout the country by Federal Land Banks would be 5 per cent.

N. Y. Pastor Going to War.

The Rev. John Robertson, pastor of the Scotch Presbyterian Church at Park Avenue and Ninety-sixth Street, has accepted a call to join a Glasgow regiment as chaplain.

Only One "BROWN OYSTERS" in the city. Look for the signature of E. W. BROWN. Come in One Day. 26—Advt.

GERMAN RETREAT, ARRAS TO SOISSONS, ADMITTED IN BERLIN

War Office Announces Evacuation of Territory Over a Wide Sector.

FIGHTING AT VERDUN.

Capture of Several Lines of French Trenches and 500 Prisoners Reported.

BERLIN, March 19 (via Bay-Wire).—Evacuation of territory over a wide sector on the French front, extending from Arras to the Aisne River (Soissons), is announced by the German War Office today.

Several lines of French trenches, over an extent of 500 metres in one section and 800 metres in another, on the Verdun front, were stormed yesterday by the Germans. Nearly 500 French prisoners were taken.

The statement reads:

"During the past few days a strip of land between the district of Arras and the Aisne has been systematically evacuated by us. The strategic movements were prepared long ago and were carried out without being disturbed by the enemy, who followed in only a hesitating manner. Our protecting troops, by peripatetic and energetic conduct, cast a veil over the abandonment of the positions and the departure of our troops. In the abandoned district the means of communication useful to the enemy have been destroyed. A part of the population, provided with food for five days, was left."

"Yesterday, near the coast, on the Artois front and on both banks of the Meuse there was lively fighting activity."

"In the afternoon, companies of frequently tested regiments stormed, in the southeastern part of Malancourt wood and on the east slope of Hill 304 (Verdun region), several lines of French trenches on fronts of 500 and 800 metres, and brought back eight officers, 485 men and several machine-guns and mine-throwers. During the night a counter-attack by the French was repulsed. An advance by storming detachments on the south slope of Dead Man Hill resulted in several prisoners being brought in."

"On the east bank of the Meuse an early morning attack by several French companies north of Chambray failed, as on the preceding day."

Violent fighting continues on the Macedonian front. The War Office today announced the recapture from the British of Poroy, east of Doiran Lake. North of Monastir the French gained ground. The statement follows:

"Engagements between Ochrida and Presha Lakes and in the Monastir Basin continued yesterday. In the sections between the Lakes and northwest of Monastir the French were repulsed. North of the town they made a small gain of ground by reckless use of their troops. East of Doiran Lake, the railroad station of Poroy was recaptured by us, after driving away the British."

100 TOWNS OCCUPIED BY FRENCH ON WESTERN FRONT IN THREE DAYS

German Line in Retreat Over Front Extending From Switzerland to the Sea.

PARIS, March 19.—One hundred towns have been occupied by French troops in the last three days of advance on the western front, an official statement today asserted.

The French, closely following the retreating Germans, recaptured Gutsch last night and at several points reached the railroad from Ham to Neale. Troops were pushed along the national road to St. Quentin.

The German line at last accounts was in full retreat over a section which represents almost one-fifth of the vast front from Switzerland to the sea. French troops have recaptured many square miles of territory, accomplishing this at small cost to themselves.

In the Alsace region west of Irova the Germans appear to have made only a weak defense, since the French were able to push forward thirteen miles at one bound. It is regarded as doubtful whether the Germans will find it feasible to offer serious resistance before reaching the Basle line of defense, between Lille and Soissons, two days' march from where they now are.

"During the last three days French troops have liberated a hundred villages in many localities which, previous to the German flight, were devastated and pillaged," the official statement said.

"Thousands of inhabitants whom

Swiss & Company's sales of Beef in New York City for the week ending Saturday March 17, averaged as follows: Domestic Beef, 14.65 cents per pound, Advt.

the Germans were unable to take with them in the flight, cheered the victorious troops on their arrival.

"East of the Oise German second line positions were carried. To the east of Neale at several points the French have reached the Neale-Ham railroad."

"Around Verdun on Sunday evening a violent German attack was stopped short in French machine gun fire curtains."

"Between Avescourt and Dead Man Hill German losses were heavy. In their attacks they reached only advanced positions between Hill 303 and the edge of Avescourt Wood, from which they were expelled after hand to hand encounter."

ALLIES RECAPTURE 1,000 SQUARE MILES OF TERRITORY

German Retreat on Ninety-Mile Front Continues—200 Cities and Villages Abandoned.

LONDON, March 19.—With the spread of the German retreat in the west, the British and French are now pushing forward along the whole great arc from Arras to Soissons, about ninety miles apart by air line, and covering a front of over 200 miles along the twists and curves of the foremost trenches. The total area so far regained appears to total close to a thousand square miles of French territory.

Four large towns—Peronne, Neale, Noyon and Chaulnes—and nearly 200 villages have already been occupied by the advancing Allies, although most of them were all but obliterated by the Germans, who destroyed and set on fire what they could not carry away. The British have advanced at some points ten and the French fifteen miles from the old line.

The British headquarters report says:

"Our patrols have crossed the Arras-Peronne road and railway at many points between the two places, and with them we cannot but dominate these important routes. The Germans are retreating, and their words the great silent has practically gone."

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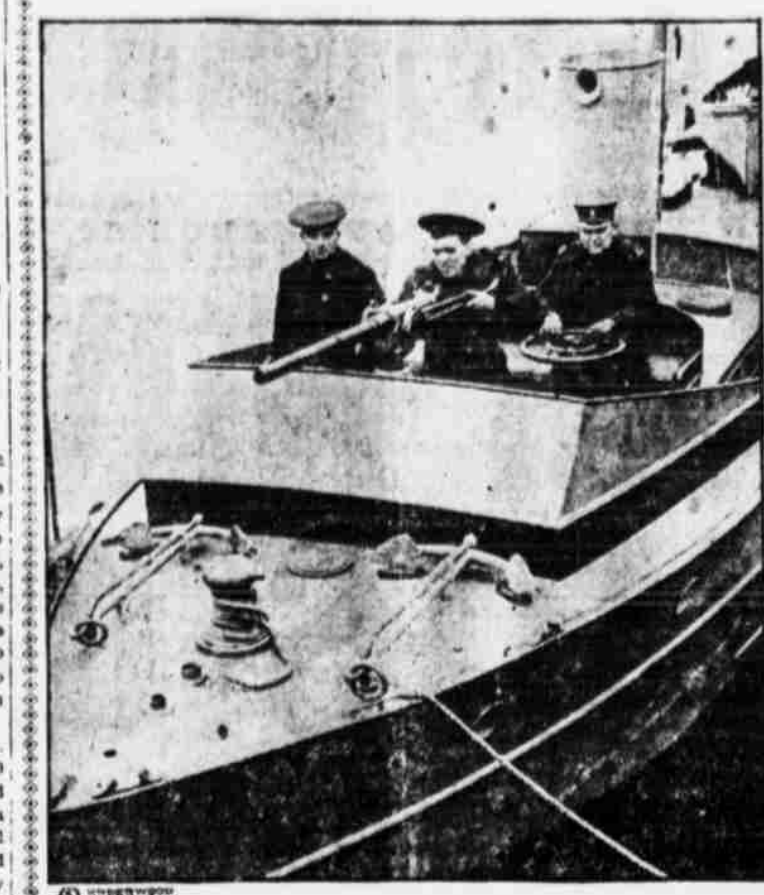
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Volunteer Submarine Chaser; U. S. Asks Bids for 200 More



The volunteer submarine chaser Lynx, owned by Nathaniel Ayer of Boston, is shown starting on her cruise off New England, recruiting men for the Naval Reserve. She carries a one-pound machine gun and will visit every New England city and town possible to encourage enrolment in the Reserve. The photograph shows Ensign Arthur Blake, of the Naval Reserve, at the wheel and two members of the crew of the Lynx.

Appeals to more than 100 boat-building concerns to provide the Government immediately with 200 or more 110-foot motorboats as submarine-chasers have been sent out by the Navy Department. It was officially stated today.

Bids in response to the appeal will be opened Wednesday. The chasers will be manned by naval militia and the enlisted men's volunteer reserve, consisting largely of fishermen and seafaring men along the Atlantic Coast. The boats will be constructed out of the \$115,000,000 fund appropriated by Congress. They are to have from 25 to 50 knots speed.

R. R. STRIKE AVERTED; EIGHT-HOUR DAY IS GRANTED AT CONFERENCE

(Continued on Second Page.)

ware and Hudson, reflected the sentiment of the railroad presidents in the following statement, which he issued this afternoon:

"The action of the railroad executives in agreeing to this settlement was based entirely on the ground of patriotism. I do not know of any assurances given or promises made to the railroads in return. President Wilson attempted to give us assurances last August, but he was unable to carry out his part of the agreement."

NO PROMISE FOR ANY INCREASE IN RATES.

"There is no understanding in this settlement for any increase in railroad rates to meet the increased expense. How could there be when the Interstate Commerce Commission was organized to decrease and not to increase rates?"

"The country is practically in a state of war and the services of the railroads is necessary for national protection. The railroad executives have demonstrated their patriotism, but I do not think the men on the other side have done the same. In case of war, my people are ready to face the enemy in front, but who is going to protect them from the enemy in the rear?"

The repeated claim of the railroad managers that they are responsible for the settlement because they are patriotic first and railroad men afterward have not been relished by the chiefs of the railroad brotherhoods. The Brotherhood heads contend that they won a fair fight and they do not credit their fellow labor leader, Samuel Gompers, with helping them in the slightest.

"The railroad heads," said Mr. Lee, spokesman for the union chiefs, this afternoon, "haven't got a monopoly on all the patriotism in this country. We are patriots, too, but we don't overlook the fact that we have been fighting for more than a year for wage advantages and time advantages that have been granted in every other line of industry."

"CAN CLIMB DOWN SAME PATRIOTISM LADDER."

"When it comes to patriotism we can climb down the same ladder they did. We surrendered 50 per cent. of our rights last August at the request of President Wilson. We stood by the President then and we are standing by the Adamson Law now. It is a poor patriot who willingly relinquishes all his rights."

The railway union Brotherhood chiefs and the committee of railroad managers will begin tomorrow to accommodate existing schedules on all the railroads of the country parties to the agreement with the new rates of wages and the change in working hours. This task will require a week or more.

The managers capitulated at 222 o'clock this morning. They said that, in view of the serious crisis confronting the country, especially acute since the news received yesterday afternoon of

the sinking of three American ships, they could assure the public there would be no strike.

By mutual agreement the President's mediators, Secretary of the Interior Franklin K. Lane, Secretary of Labor William B. Wilson, Samuel Gompers, President of the American Federation of Labor, and Daniel Willard, President of the Baltimore and Ohio Railroad, were empowered to frame up an hour and wages schedule to be submitted to both sides. The schedule was completed at 6 o'clock and signed by the representatives of the unions and the railroads.

AGREEMENT SIGNED AS DAWN WAS BREAKING.

This, the most revolutionary of all agreements ever entered into between railroad employers and employees, was signed as the dawn was breaking to day in Secretary Lane's room at the Hotel Biltmore. The Brotherhood Chiefs, Stone, Carter, Lee and Shepard, signed first. Then the mediators signed. As Elissa Lee, Chairman of the railroad managers, affixed his signature everybody sighed a long sigh of relief and then all hands shook hands all around.

SPIRIT OF PATRIOTISM AVERTED THE CATASTROPHE.

At the bottom of it all was the spirit of patriotism that carried the day. When the Washington mediators started on their task it soon became apparent to Mr. Lane that the first thing to be accomplished was to obtain a postponement for a sufficient period of time to permit of negotiations on what could be done if the law were held invalid or held unconstitutional.

He took the last printed demand of the men and finally prevailed on the managers to agree to accept it if the Adamson Law should be held constitutional.

Once headed toward a basis of settlement the nineteen members of the Railroad Managers' Committee lost no time. They framed the following communication, which was rushed from their meeting room in the Grand Central Terminal to the headquarters of the mediators in the Hotel Biltmore:

"March 19, 1917.

"Hon. Franklin K. Lane, Hon. William B. Wilson, Mr. Daniel Willard, Mr. Samuel Gompers, the Committee of the Council of National Defense:

"In the national crisis precipitated by events of which we heard this afternoon, the National Conference Committee of Railroads joins with you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operation of the railroads of the country will be hampered or impaired."

"Therefore you are authorized to assure the nation there will be no strike, and as a basis for such assurance we hereby authorize the Committee of the Council of National Defense to grant to the employees who are about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operation of the railroads as an indispensable arm of national defense."

The unqualified offer of the railroad managers to let the mediators frame up an agreement opened the

GUARDSMEN AID FIREMEN SAVE MANY FROM FIRE

Poughkeepsie Hotel Collapses a Short Time After All Guests Are Rescued.

(Special to The Evening World.)

POUGHKEEPSIE, N. Y., March 19.—The lives of seventy-five guests in the Morgan House, in this city, were imperiled when a fire started in the basement of the hotel at 1 o'clock this morning and spread rapidly through the building. Many who were delayed in getting out were rescued by firemen and by the National Guardsmen of Company E of Catskill, who are guarding the Poughkeepsie Bridge. Several firemen were slightly injured.

Although the guests were notified by clerks and bellboys before the flames reached the first floor, the halls were filled with smoke and they were unable to reach the street except by climbing down the fire-escapes and the ladders of the volunteer fire department.

The building was quickly gutted and collapsed, Fireman Louis Hoffman being caught under one of the falling walls. He was rescued by comrades and was taken to St. Francis Hospital suffering from internal injuries and a fracture of the right leg.

A department store and a drug store in the hotel building were destroyed and adjoining stores suffered heavily from water damage. The total loss was about \$250,000.

STOCK QUOTATIONS 1 P. M.

	Open.	High.	Low.	Last
Alaska Gold Mines	8 1/2	9 1/2	8 1/2	8 3/4
Algonquin	39 1/2	40 1/2	39 1/2	40
Am. Can.	40 1/2	41 1/2	40 1/2	41
Am. Coal	40 1/2	41 1/2	40 1/2	41
Am. Oil	40 1/2	41 1/2	40 1/2	41
Am. Steel	40 1/2	41 1/2	40 1/2	41
Am. Sugar	40 1/2	41 1/2	40 1/2	41
Am. Tobacco	40 1/2	41 1/2	40 1/2	41
Am. Trust	40 1/2	41 1/2	40 1/2	41
Am. Water	40 1/2	41 1/2	40 1/2	41
Am. Wire	40 1/2	41 1/2	40 1/2	41
Am. Zinc	40 1/2	41 1/2	40 1/2	41
Am. Iron	40 1/2	41 1/2	40 1/2	41
Am. Copper	40 1/2	41 1/2	40 1/2	41
Am. Lead	40 1/2	41 1/2	40 1/2	41
Am. Nickel	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
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Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41 1/2	40 1/2	41
Am. Platinum	40 1/2	41 1/2	40 1/2	41
Am. Gold	40 1/2	41 1/2	40 1/2	41
Am. Silver	40 1/2	41 1/2	40 1/2	41
Am. Tin	40 1/2	41		